

# flower POWER



AUTUMN/WINTER  
2005 No.117

THE TRIUMPH MAYFLOWER CLUB MAGAZINE



*in this issue...*

..We meet **THE** apprentices  
**..Charlecote Park Rally 2005**

**SPECIAL DOUBLE ISSUE**



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When writing to a committee member and you require a reply, please enclose a stamped addressed envelope. Please note that all the above committee members fulfil their positions in their spare time and not as a full-time occupation, so when contacting them other than by letter, please ensure that you choose a reasonable time of day.

The information contained within *Flower Power* is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.



# editorial &

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**ERIC  
PARTRIDGE**  
*Editor*

**F**irstly may I sincerely apologise to all members for the delay in producing this, my first issue of *Flower Power*, impressive start eh?

I make no excuses save to say that even though I have over 30 years in the world of publishing and print behind me and am currently involved in several magazine projects I still manage to underestimate the length of time it takes to do produce any publication properly.

Now that I have the measure of *Flower Power* I promise you that such tardiness will not be repeated - assuming I haven't already been sacked by the Committee!

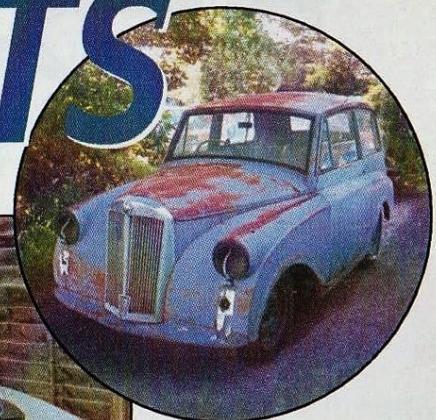
In an attempt to make amends and to 'celebrate' my appointment as your new Editor is the reason you have received this once-in-a-lifetime double issue. All future issues will revert to the previous pagination but they WILL BE ON TIME!

Underestimating the size of a project probably explains why my two Mayflower's pictured above still look the way they do, but more about that pair in a future issue.

Apart from wishing to thank the Committee for their mis-guided faith in appointing me as Editor may I also take this opportunity to pay tribute to John Gogay who has been a sterling servant to the Club for so many years but more recently in his role as acting Editor, cracking job John and thanks for all your help and advice.

Happy motoring, Happy Christmas and a Happy New Year.

**NEXT ISSUE w/c 20.02.06**  
Articles for inclusion welcomed



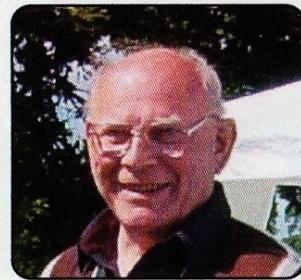
Your Editor's  
Mayflower  
'fleet'... in their  
**CURRENT** state!!

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# chairman's REPORT



**PETER BENFIELD**  
*TMC Chairman*

**F**irst of all I would like to congratulate Eric Partridge on his appointment as Editor of Flower Power. Eric has vast experience of publishing and printing presentation and is a real Mayflower enthusiast. I am sure all members wish him well in his new venture and continue to make contributions to *Flower Power*

helping to make the Editor's job that much easier.

At the same time I feel it appropriate to pay a tribute to John Gogay who has held the fort over the last few years.

John has done a wonderful job in addition to looking after the Club's new spares and we are all grateful to him for his efforts both in the compiling and printing of the magazine.

We are now in mid August as I write this report (*sorry Peter - Ed*) and I find it difficult to believe

the summer has passed so quickly. Looking back to early May we seem to have experienced a variety of weather conditions but by good fortune most week-end rallies have seen the more favourable aspects of a very varied summer.

The annual rally at Charlecote Park was one of the most enjoyable

the day to pass so smoothly.

We also need to remember the unsung heroes who we all too readily tend to take for granted. I refer of course to the ladies who organise the tombola and raffle and still somehow manage to provide a constant supply of tea and coffee throughout the day. Deserving of mention also was the quiet but effective work of Fred Newman who raised over £200. with regalia sales on the day in question. All these proceeds of course help to

keep the clubs finances in a healthy condition.

Here in the north our gathering at Clotherholme Farm, Ripon, proved a great success. Last year we could only manage two Mayflowers and one wondered whether the £20 fee we pay for a stand to accommodate 10 cars would be a wise

**"The annual rally at Charlecote Park was one of the most enjoyable occasions I have attended."**

occasions I have attended. The location and surroundings of Charlecote made a fitting setting with Mayflowers and Roadsters parked on either side of the main entrance approach.

We are all grateful to Eddie Copson for the meticulous planning involved which enabled

**"The Ripon Rally on 10th July at Clotherholme Farm, proved a great success."**



investment. Doubts one may have had were soon dispelled with a turnout of five cars plus the maroon Mayflower of Brian Tonks which was parked in the main arena.

This was a wonderful day and enabled John Donachie with his recently acquired Herald engined Mayflower to meet up with fellow members. Demand for ice-cream and light



refreshments with such a hot day was enormous, but enabled the organiser from Ripon Old Cars Club to donate over £14,000. to charities including cancer and the Yorkshire

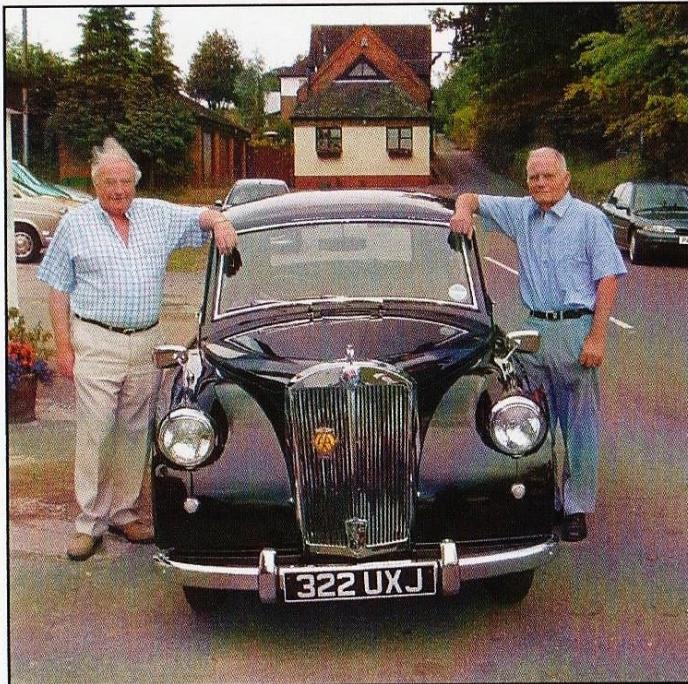
Air Ambulance.

Probably the largest event in North Yorkshire is the rally at Newby Hall, where once again the weather really excelled itself. Newby has become so popular that this year a considerable space of spectator area was used to accommodate the increased number of vehicles. Brian Tonks had actually booked in but found his car placed in an adjacent field. Apart from the attractions of Newby Hall with its miniature railway and river trips, the autojumble must be one of the best in the north of England. ●



An immaculate TR3 on display at Newby Hall this year.

# we meet **THE APPRENT**



**Inspired by some old photographs of the sectioned Mayflower being prepared for The Festival of Britain in 1951, Rally Secretary and Flower Power 'sleuth' Eddie Copson, with the help of the Coventry Evening Telegraph, managed to tracked down two of the three apprentices pictured (see page 8) and along with FP Editor Eric Partridge met the 'two Tony's' for a pie and a pint in Meriden and listened in awe to their tales of the early days at Manor Lane.**

**A**pprentices, Tony Warren (above left) and Tony Taylor (above right) now in their '70's, both joined the Standard Motor Company from school.

Tony Taylor recalls those early days. "The Standard Motor Company had a contract with one of the UK's leading producers of agricultural equipment Harry Ferguson Ltd to make tractors at the Manor Lane factory opposite Harry Ferguson's headquarters on the Coventry by-pass. The research and

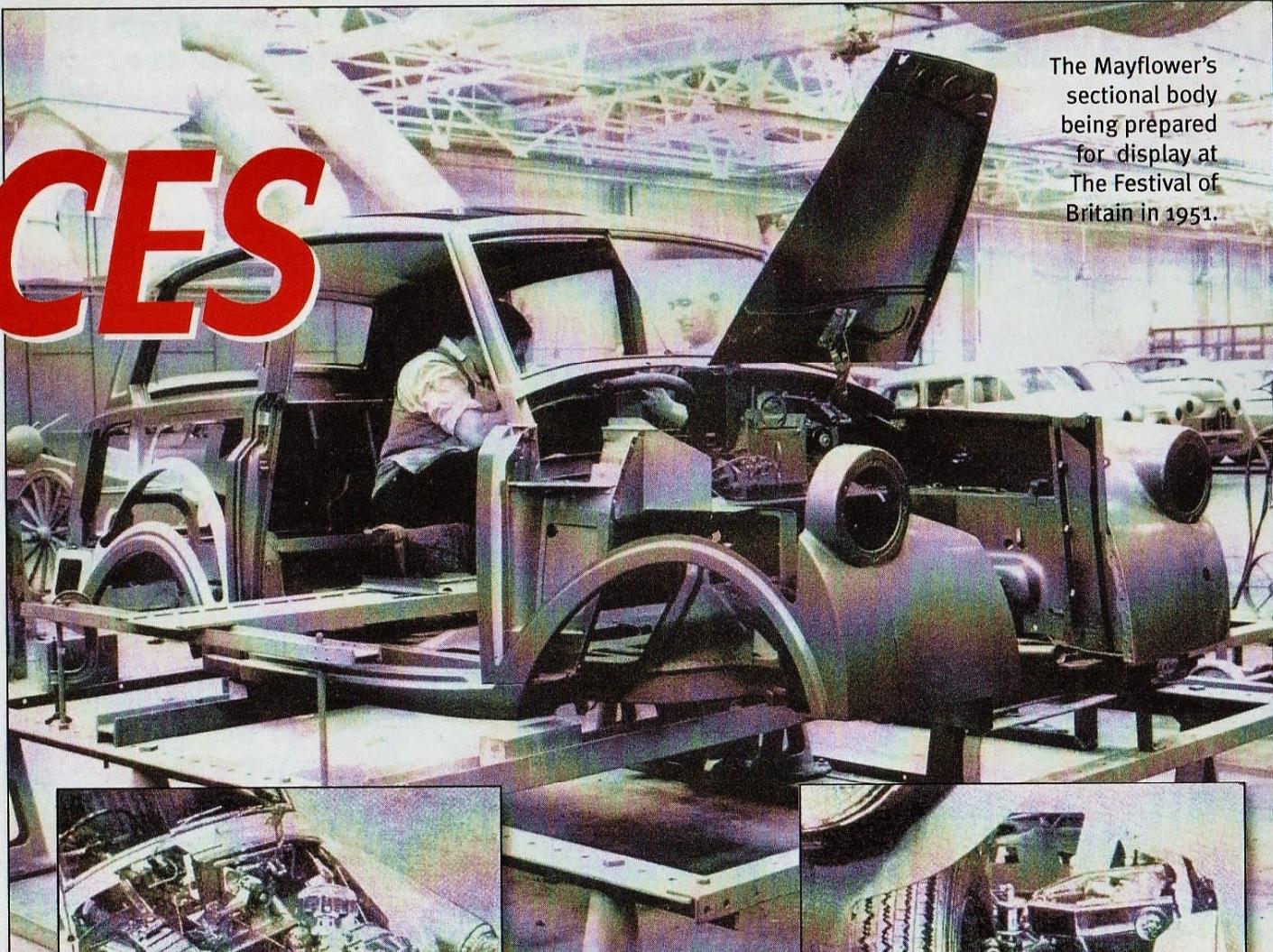
development department was based there as was actual manufacturing and some of the test work. That is where Tony (Warren) and I both started as apprentices along with Eric Lammas. The apprentices training school was also located there and where for three or four months we were taught basic fitting skills, machining turning. They taught us maths and English in an adjoining classroom.

"We started at just 14 years of age - the apprenticeship was five

years. We learned about mechanics and mechanical engineering and all aspects about vehicles. At that time National Service was obligatory but as we were indentured we were able to defer our National Service so that we could finish our apprenticeships and take our exams after which we went into the Royal Air Force.

"When we had completed our National Service I went back into the experimental department and Tony went into service training."

# VICES



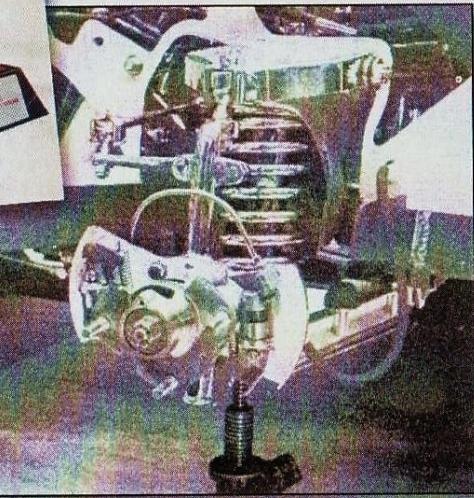
The Mayflower's sectional body being prepared for display at The Festival of Britain in 1951.



Above: The 'ghosted' engine bay.  
Below: Tail-end detail showing rear axle beneath cut-away seat.



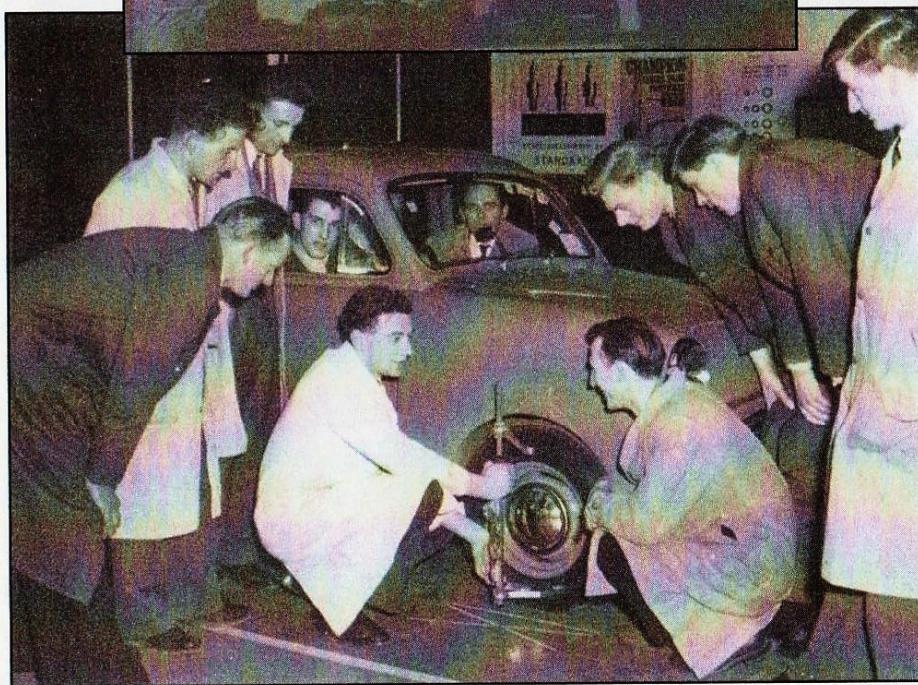
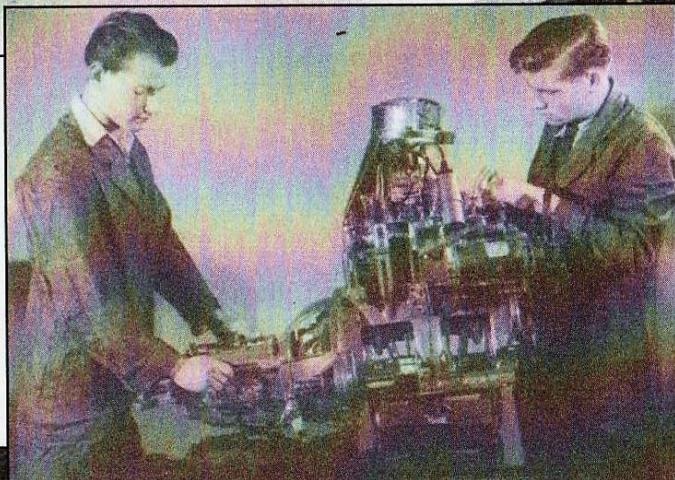
The sectioned Mayflower was featured on the front cover of the company's in-house magazine *Standard Car Review*.



Above: Front suspension viewed through an 'inspection hole'.  
Below: Brake drums and hubs.

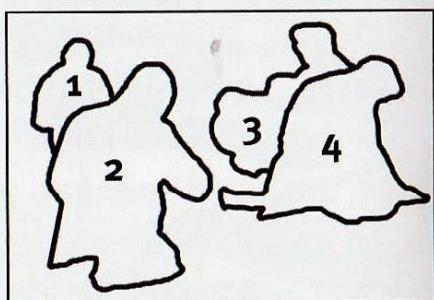


# we meet **THE APPRENTICES**



## **WORKING ON THE SECTIONED MAYFLOWER**

1. Frank 'Polly' Perkins (fitter),  
2. Tony Taylor puts the finishing touches to the sectioned gearbox, 3. Tony Warren works on the sectioned engine, 4. Eric Lammas prepares the rear axle.



## **READY FOR THE FESTIVAL OF BRITAIN**

Apprentices Eric Lammes (*left*) and Tony Taylor (*right*) admire the Mayflower's sectioned engine after six months of meticulous preparation.

## **APPRENTICE TURNED LECTURER**

After completing his apprenticeship and National Service, Tony Warren returned to The Standard Motor Co. and became a lecturer. He is pictured here (*in white overalls - centre*) explaining the principles of tracking on a Standard 8 to a group of young mechanics and fitters.

Tony Warren picks up the story. "I was lecturing in the service school and writing the workshop manuals and handbooks. I've got a copy of every one I've ever written the Mayflower, Triumph Pennant, Standard 10, the Standard Vanguard series all of them."

Tony Taylor remembers the Mayflower when it was still in the conceptual stage.

"The Mayflower was created and developed while we were apprentices. The company decided that it wanted to display the Mayflower at the Festival of Britain in 1951, so they got myself, Tony and another apprentice Eric Lammas, under the supervision of senior fitter Bill Ward to produce the sectioned model that eventually went on display at The South Bank Exhibition hall. We sectioned the car from start to finish especially for the Festival of Britain, it was the only one that was ever produced and I have no idea what happened to it afterwards or where it is now."

"I remember Bill Ward

drawing the shape of the plinth out on the shop floor in chalk it wasn't designed in the drawing office, he just took one look at the car and said - How long's the car, it's got to be about this size - and just marked it out on the floor and we built the plinth to those chalked dimensions.

"We sectioned the engine, we fettled all the con-rods and the crank and they were all chrome

the engine. It ran for the whole of the summer without any attention at all. The spark plugs appeared to be firing but they were actually small light bulbs."

"We only sectioned half of the car, the nearside looked like an unmarked car." Tony Warren added.

"We started in the Autumn of 1950 and it took us about six months to complete in time for the Festival of Britain the

following year. I actually fetched it off the track and chose it for its colour, it was a green one, occasionally I used to have to test the odd vehicle which came off the track Mayflowers, Vanguards and I remember when Mr Taylor the supervisor came up with another driver to fetch it back he was horrified to find that we'd cut it in

half! Unfortunately he didn't have much of a sense of humour!"

"I also remember the two of us, me and Tony, going down to Coventry Glass factory in a Vanguard pick-up to collect the special mirror which was intended to reflect the Mayflower's underbody on the stand



## **"Sir John Black was an autocrat, he never spoke much to us as apprentices."**

plated. The car appeared to be moving and was driven through its rear wheels but it was actually on rollers which you couldn't see and they were powered by a geared electric motor via a chain drive. The rear wheels were locked in gear and that drove the axle through to the gearbox and

we meet

## THE APPRENTICES

and when we got it back a chap by the name of Mr Pickering was looking at it, he leant over and a spanner dropped out of the top pocket of his overalls and broke it so we had to order a new one! He was not a happy bunny!"

"The picture shows Tony (Taylor) doing the gearbox and I'm doing the engine these were the actual parts used in the sectioned car. Also in the picture is the other apprentice, Eric Lammas who now lives in Adelaide, Australia. We still keep in touch. In those days we didn't have design engineers doing it it really was the craftsmen doing it themselves. The picture was taken at the top of the experimental department in Manor Lane.

"You wouldn't believe

we'd all still be alive would you really?" Tony Warren joked.

Tony Taylor clearly admired the skills of ex Commando Bill Ward.

"Bill Ward was the driving light in that department. He was probably the most talented fitter I've ever met in my life we learned an enormous amount from him, he was a Royal Marine Commando Captain during the war and when his service career came to an end he said - I just want to be a fitter from now on - so that's exactly what he did."

Tony Warren also remembers the three apprentices supervisor for his ingenuity and improvisational skills.

"I remember he laid out a load of Mayflower bits on the surface table and designed the suspension for the TR2. Unfortunately

the wheels collapsed as the trouble was they weren't a big enough gauge he simply made the wheels to fit the suspension. I've no idea how he did it but it worked!"

The quality of training for the apprentices in the '50's impressed Tony Taylor.

"Training at the Standard Motor Company was probably the best in the city at the time I would imagine, they even taught us to do a decoke without losing all the valve collets inside the sump."

Both clearly have a fond affection for the Mayflower and the company too.

"Oh yes," enthused Tony Taylor, we learned an awful lot thanks to the Mayflower in those formative years, but we didn't just work on the Mayflower at that time, we produced the Vanguard engine and gearbox as well.

*"Have you seen the pig's ear Eddie's made of this Tone!"*

*"Only joking our kid.. proper job well done Eddie"*



"Sir John Black used to pay us a visit from time to time. He was autocratic and never spoke much to us as apprentices but I do remember one amusing incident one day when he came into the workshop, he spat on the floor and after he'd left Bill Ward drew a chalk circle round it and wrote Sir John spat here don't touch!"

"As a car the Mayflower was certainly different. The road-holding was absolutely brilliant in its day it really was, 38 brake horse power, 60-65 mph flat out it was quite revolutionary for its time to be honest. But it really needed another gear. We experimented with fitting overdrives but what an expensive way to get an

extra gear. We'd fit a compact bolt-on units to the back of the box but the problem was it gave the same ratio as third gear so quite frankly wasn't really an advantage."

Exactly 34,000 Mayflowers were built between 1950 and 1953, with 17605 for export and 16,395 for the home market, so what were the two Tony's thoughts on why the car failed to capture the imagination of the American public at whom it was aimed.

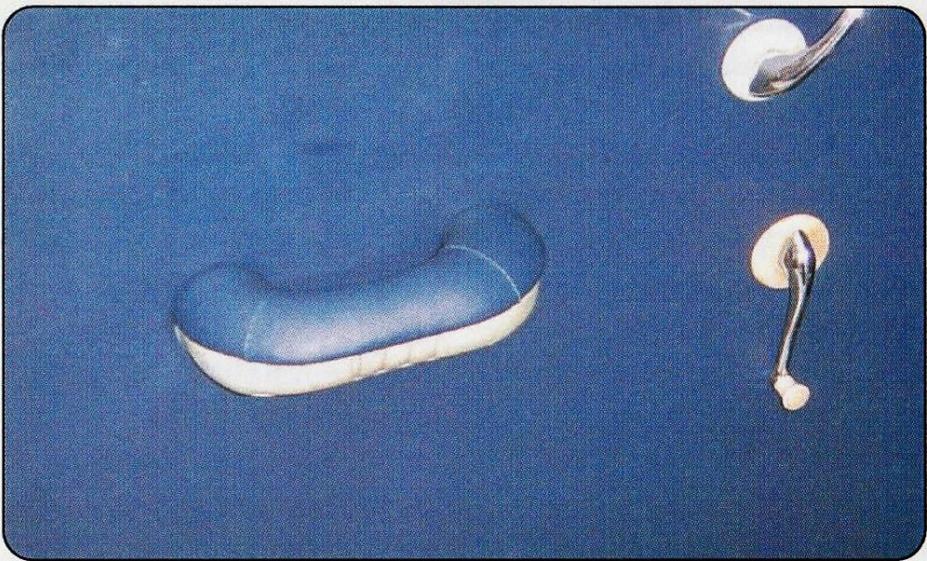
"It was too different for the American market and was launched at the wrong time," explained Tony Warren. "It was too late for the great postwar seller's market, and too early for the small-car boom of the

late -1950's. At that time the American public really wanted larger more luxurious transport."

Tony Taylor has his own thoughts too. "The Standard Motor Company had been trying to break into the American market for years and had got it wrong too many times before so hence it was marketed as a Triumph not a Standard but it didn't make any difference. To be honest at £520 (around \$1456 then) the car was too expensive for what it offered at the time, it was too heavy, too slow, and it was side-valve engine which wasn't that popular in the States. Had it arrived in 1955 or 1956, the Mayflower might have written another story." ●



*The two Tony's discuss the merits and pitfalls of the Mayflower's power plant.*



my nose, well, to be exact under my feet. I had just laid some laminate flooring and the thin sponge used underneath as padding proved to be just the ticket. I put a single layer underneath the vinyl I had purchased and glued everything up but as I said it did not hold very well. I did my best with the dreaded armrests to stretch the vinyl around and glue it but no luck. Gluing it to that metal plate just never held and took just weeks to come away. I also found afterwards that the positions of the panel clips could be detected through the vinyl, not very professional.

So this is my second attempt:

The first thing I did was to remove the vinyl from the door panel and mount it back onto the door to get the clips in the correct places. I covered the clips with some cardboard using waterproof glue and staples to ensure they would not show through the vinyl again - Fig 1.

Once the glue had dried I removed the staples.

This time I used two layers of sponge, glued in the centre just to hold it in place - Fig 2.

# the dreaded **ARM REST**

**A**fter the Charlecote Rally I came away having seen some of the quality of our Mayflowers on show thinking it's about time I had a look at my door trims and armrests, which to say the least were looking tired.

About three years ago I did have an initial go at tidying them up but I failed miserably, the glue I had used came unstuck with the result the edges were showing and the arm rests were an awful mess.

So having confessed to the fact I am not an upholsterer, but just a very keen amateur with a wish to do as much as

possible for oneself and share failing, finding, and maybe successful ideas with other members.

Three years ago I replaced the original black and rather distorted door panel with a flat hardboard one which in itself was quite successful. All I did was use the old panel as a pattern and transferred the holes through to the replacement. No problems there, but finding some suitable padding was. At the time there were no rallies with auto jumble, (well there never is when you want one) so after much thought I realised the answer was right under



Fig 1



Fig 2



Fig 3

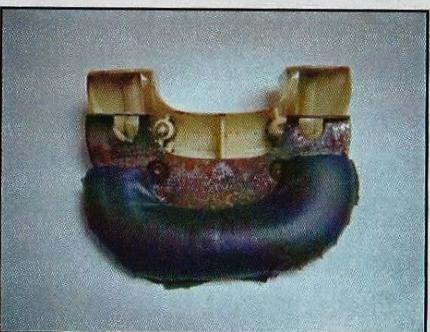


Fig 4



Fig 5



Fig 6

The two layers worked well giving a more padded look and it also allowed me to staple the vinyl in place from the back without the staples going right through and damaging the vinyl on the other side - Fig 3.

Having been quite pleased with my efforts so far I then turned my attention to the dreaded armrests.

The armrest consists of the plastic body; a metal plate with sponge glued to it and of course the tatty vinyl - Fig 4 & 5.

Remembering my first mistake three years back I realised I could not rely on glue to hold the stretched vinyl in place it really needed to be stapled, but that as we all know is difficult into

metal. So I turned to my woodworking skills and produced a facsimile of the metal plate in 3mm plywood with the end half moon shapes in 12 mm plywood glued and doweled into position - Fig 6.

So far so good, I then tried to wrap the vinyl around the armrest and staple it in position. This I am afraid is where I was out of my depth, I could not get it right. So off I trundle to a local upholsterer who laughs at my effort and politely

tells me the best way is to cut the vinyl at 45 degrees, stitch it, and then staple it in position, but this would cost me his beer money for the evening.

I did not even have to think about it, I left them in his capable hands and collected them the next day. They looked real professional - Fig 7. All that remained was to screw it all back together. The finished job - Fig 8.

**EDDIE COPSON**  
*Rally Secretary*

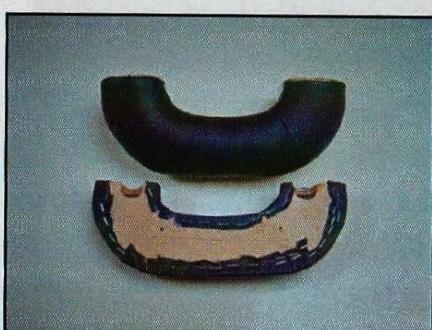


Fig 7

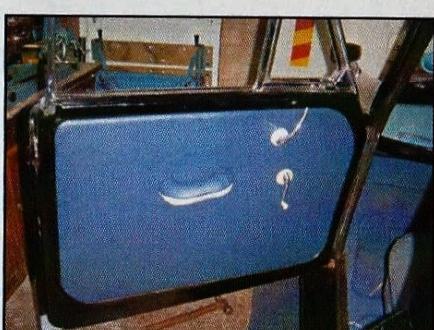


Fig 8

# flower MAN

**M**ost people would unanimously agree that the Mayflower has a unique charm with a styling that enable people to "name that car" with the greatest of ease.

All would also agree that the weakest point of the car is its poor performance, particularly in modern day traffic, hence the desire to somehow improve that disadvantage with the urge to replace what really is a pre-war but well proved side valve engine.

This performance is not improved of course by the three speed gear box with the large gap between second and top gears. It is true that more engine power will offset this disadvantage to a certain extent and retaining the gear box is an easy option as the bell housing is complimentary to the Herald engine, the most popular choice of replacement.

It can be argued that the Morris 1000 started

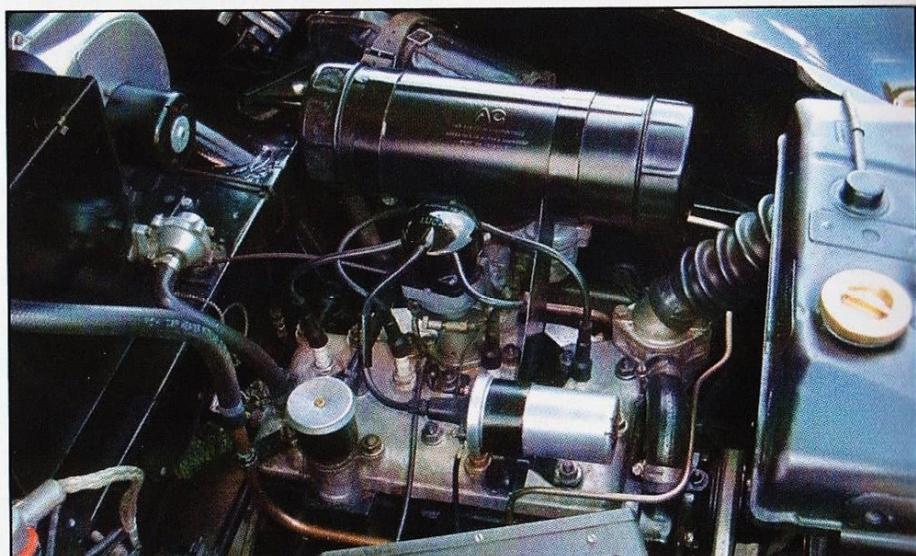
off with a pre-war side valve progressing to even an 1100 OHV engine, so why not the Mayflower? These are my own reasons for accepting the car as it was originally designed.

There is something charming about the sound of a side valve engine, particularly when ticking over at idling speed. One could compare it with a well oiled sewing

it was originally made at the time. This avoids the embarrassment of opening the bonnet to an interested and knowledgeable viewer and having to explain the engine is not original. After all viewers at rallies like to look at the real thing and could express disappointment at a modified engine compartment.

There are of course

**"There is something charming about the sound of a side valve engine.."**



machine. Also the hiss of the carburettor gives out its own distinctive sound. For want of a better phrase it is a "slogger" which is correctly assembled will go on for ever.

There is a satisfaction too in having a car just as

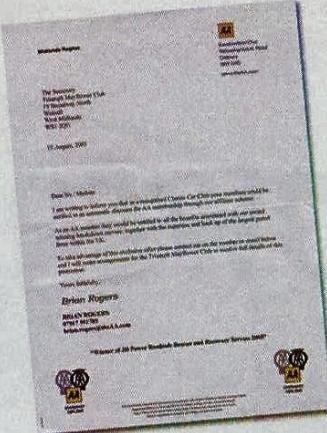
dangers involved also. The front track is three inches narrower than the rear and the extra weight involved at the front end could make cornering quite a hazard. There are similarities with the SAAB 96 which was originally designed for a 3 cylinder

light two stroke engine. Along came the V4, a much heavier engine which certainly improved performance but ask anyone who had "progressed" from the two stroke to the V4, which car handled better and from my experience it was the original two stroke vehicle which possessed all the charm.

To increase the engine power by using a 1300 Herald engine does also mean the breaking system would need some modification. Upgrading also means informing your insurance company who may demand a higher premium.

So my conclusion is to keep the car just as it was, trafficators and all! Try to avoid the dual carriageways, get onto the motorways, stay in the slow lane (50 to 55), look in your mirror and watch the lorries switching to the overtaking lane two or three hundred yards behind you.

You are then left with the freedom of the slow lane and travelling at a speed where you can see things you would not see when travelling in a modern car. ●



## Mayflower club members may be entitled to AA discount.

As a recognised Classic Car Club, TMC members could be entitled to an automatic discount for AA membership through the association's affiliate scheme.

As an AA member you would be entitled to all the benefits associated with their award winning breakdown service, together with the expertise and back-up of the largest patrol force within the UK.

If any TMC member is interested please email the Editor to receive full details of this promotion.

### *Flowerman's tip of the month*

*Before inserting core plugs,*

*'tin' the hollow with flux*

*and a blob of solder.*

*This simple treatment will*

*prevent any of your core*

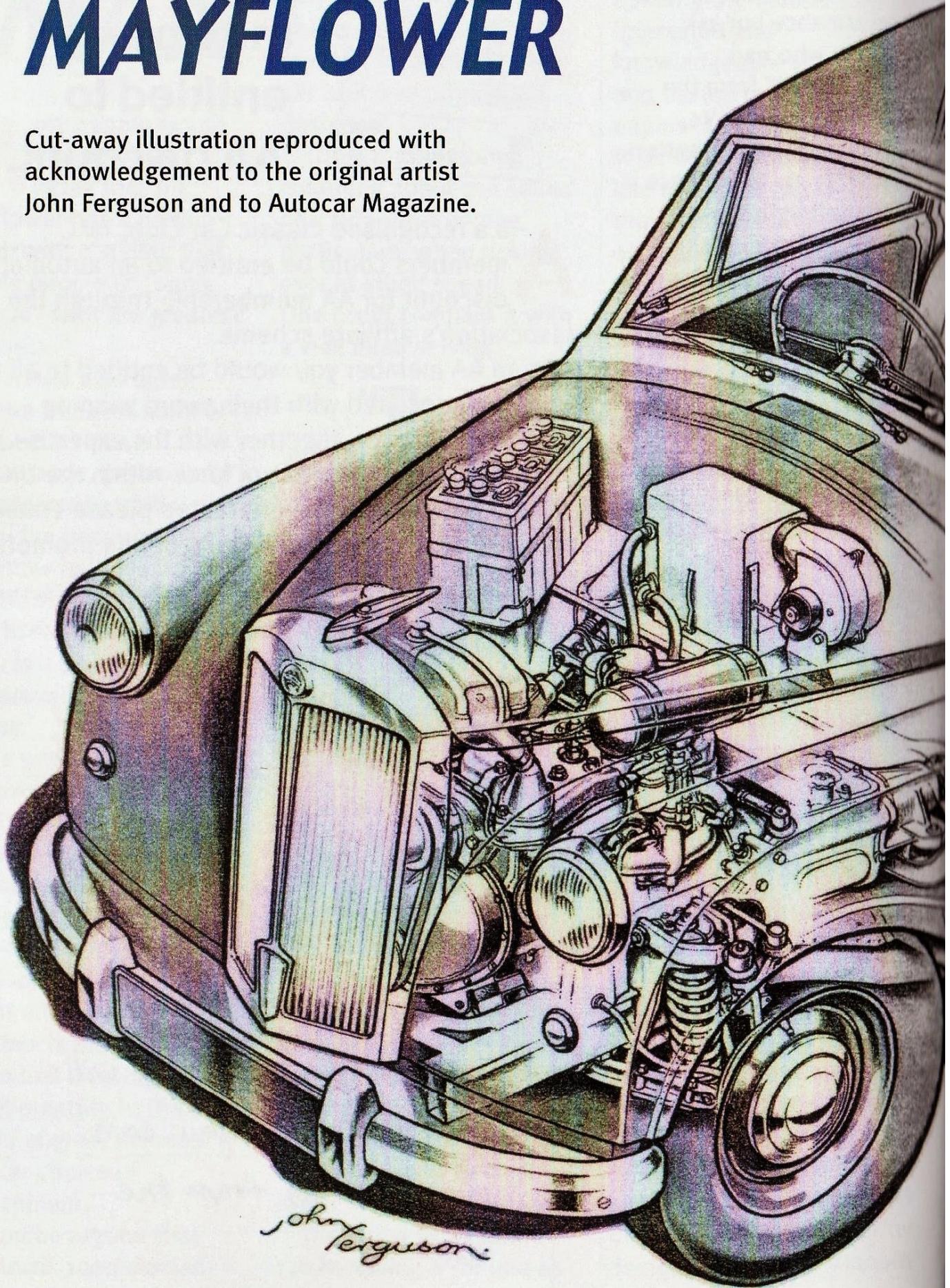
*plugs rusting from the*

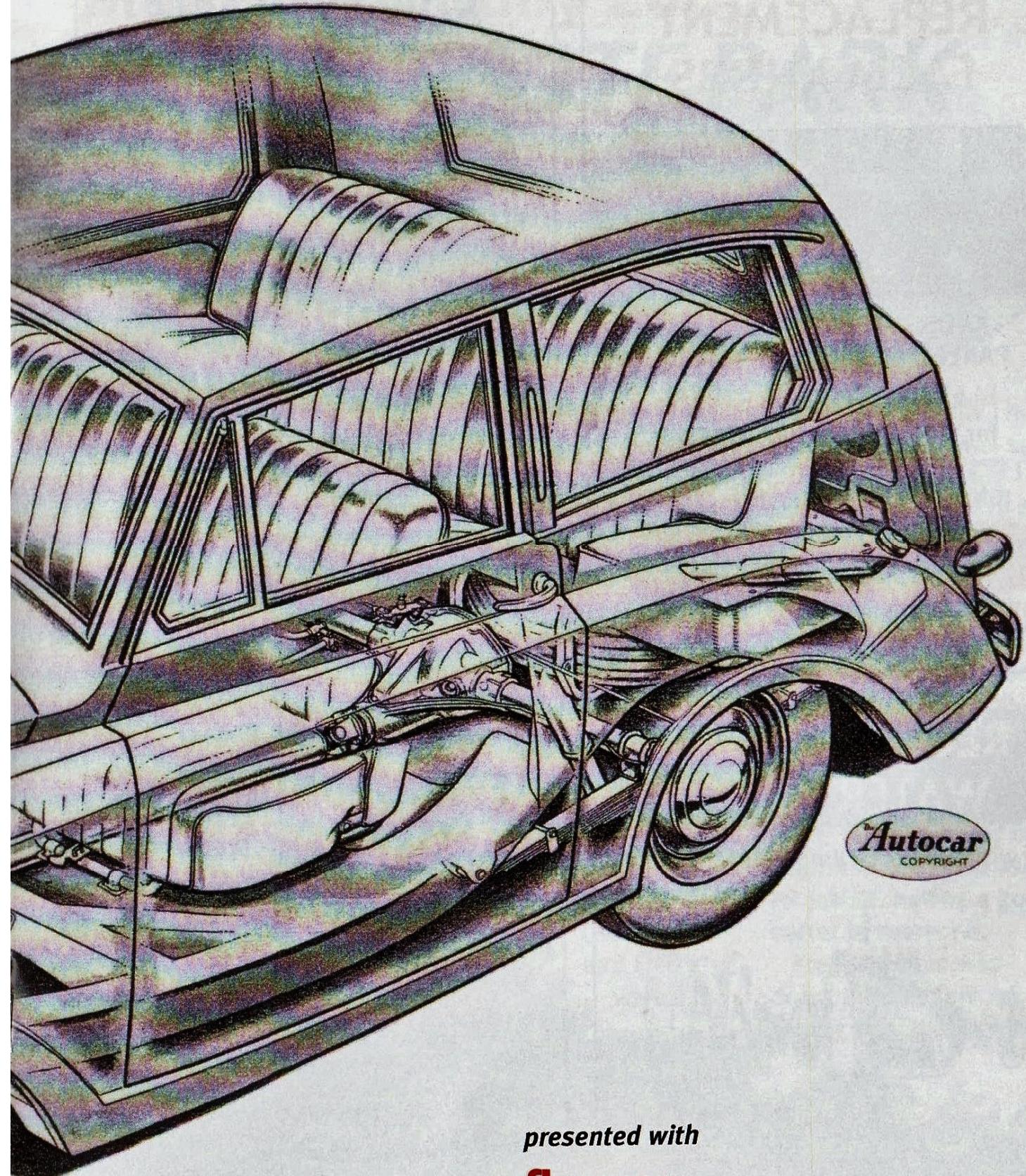
*inside.*



# triumph MAYFLOWER

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Autumn/Winter 2005



## REPLACEMENT FACIA KNOBS



KNOBS FOR WIPER SWITCH,  
PANEL LIGHT SWITCH £10 each.

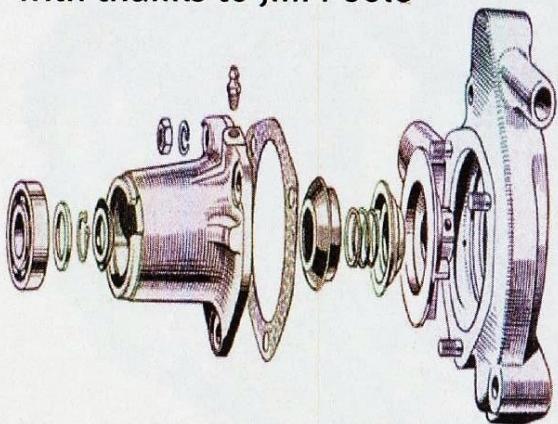
**MANUFACTURED KNOBS**  
for STARTER, CHOKE, HEATER  
(need slight amount of finishing to fit) £10 each.

IGNITION SWITCH KNOB (black) £8.

AVAILABLE FROM THE  
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## RECONDITIONED WATER PUMPS

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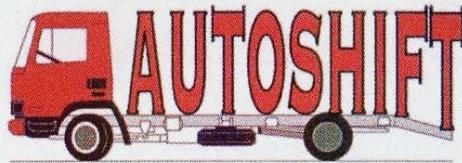
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# Mayflower Rally 2005

## CHARLECOTE PARK

**EDDIE COPSON - Rally Secretary**

**A**nother rally has come and gone but this one was something special.

The day started with my insurance policy in the shape of a rain tent for the entrance marshals to take cover should the weather be typically British. Well it worked, not only did it remain dry all day but the sun shone not only on all of our gleaming Mayflowers lined up but also on our colleagues Roadsters opposite.

The previous evening we

met at the Hilton Hotel for a natter, drink and a meal. Everyone enjoyed themselves and it gave us the opportunity to do some final planning for the next day which started early at 8.15am for the committee and helpers, who I must thank personally.

We all set to work erecting the gazebo stocking it with tea, coffee, biscuits etc ably served up by the lady who must be obeyed (my wife, Julia) and the raffle

run by Loretta and Phyllis (Howard's and Fred's wives).

Being the first rally I have organised there was so much happening and I was so busy trying to take it all in I ended up missing some of the things I should have been on top of, luckily there were enough hardened pros about to carry the day off well with Howard Pryor acting as master of ceremonies on the loud-hailer Peter Benfield our chairman doing his usual PR job i.e. having a good natter to everyone.

Fred Newman was doing an excellent job selling the club regalia.



# Mayflower Rally 2005 CHARLECOTE PARK



Milling around and also helping out generally were club officials, John Oaker, Phil Benson and Malcolm Barnsley. Many thanks to the other members who offered their help as the day progressed.

We had 14 Mayflowers turn up (all pictured here) which is a little down on the previous years but

three owners had apologised for their absence due to holidays so maybe it was not too bad a turnout, but we must improve next year.

One plus, is some Mayflowers that turned up this year were not with us last year so there is scope for breaking the twenty one barrier next year.

It is worth mentioning that the Manor House (owned by the National Trust) provided a splendid setting and backdrop for the two lines of cars



## RALLY 2006

*The venue for next years rally will be discussed at the AGM. Date and venue will be in the next issue.*

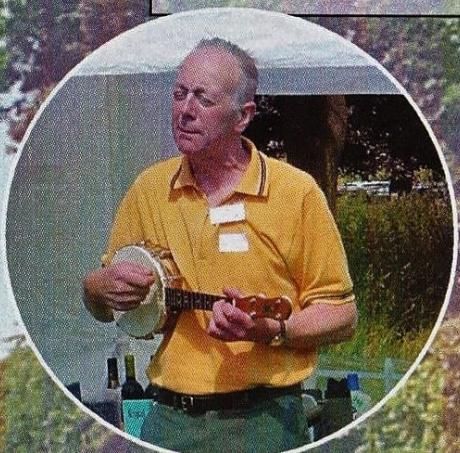


and on top of this was an excellent turn out of visitors to the Trust who were pleasantly surprised to see the rally line-up. There were many admiring glances from them and some interesting conversations. Even the Secretary of the Trust came up to us and thanked us for putting on such a good show and the way it was organised.

The afternoon ended with an excellent rendition of George Formby songs from Norman Ward with his ukulele (right) he had quite an admiring crowd around him, many of them visitors to the show. ●

## THE MAYFLOWERS ON SHOW WERE

**BDX 929 Brian Redshaw  
322 UXJ Eddie Copson  
CSN 107 Keith Pegram  
NLO 739 Howard Pryor  
JBD 807 Phil Benson  
HTH 719 Paul Norton  
KSF 804 Peter Benfield  
HCR 817 Maurice Wilkes  
LKV 558 Malcolm Barnsley  
PYB 86 Chris Morris  
HBU 358 John Oaker  
JMW 693 Thomas Brailsford  
ESK 253 Dave Stafford  
LCR 440 Kevin Reed**

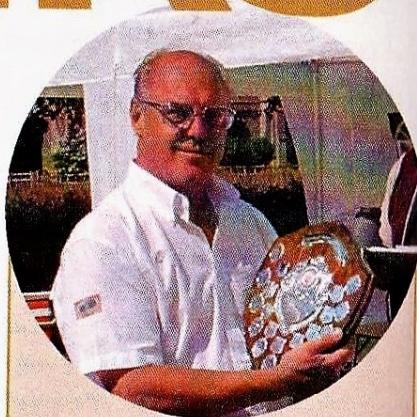


# Mayflower Rally 2005 CHARLECOTE PARK

# WINNERS

## LKV 558 Malcolm Barnsley

Left: Malcolm receives The Peter Benfield Concourse Trophy from Chairman, Peter Benfield and Vice Chairman Howard Pryor. Below: Malcolm's pristine 'flower, LKV 558.



### VISITING CLASSICS

**WINNER**  
**399 AKV**  
**MARTIN DEARING**  
Triumph TR2

**RUNNER-UP**  
**NOX 569**  
**NORMAN WARD**  
Standard Vanguard

**THIRD**  
**ERV 866**  
**CLIVE LUCAS**  
Triumph Renown

### Concourse Trophy **RUNNER-UP**

**HTH 719**  
Paul Norton



**THANKS** to the volunteer judges, Eric Partridge, Brian Lindon, Norman Ward, Malcolm Stewart, Sue Benfield and Betty Lindon who had the difficult

job of awarding the marks to be put forward for the eventual winners of the different categories.

**EDDIE COPSON**  
Rally Secretary





“ Early on the morning of Sunday 26th June 2005, my wife and I drove our Mayflower the short distance to Charlecote Park, having spent the previous night camping in Stratford-upon-Avon.

After a cool start the day soon improved and we could not have wished for a better day in a finer surroundings for the annual Mayflower club rally.

A total of 14 Mayflowers duly arrived and lined up on one side of the driveway, whilst a somewhat larger number of Roadsters lined up opposite us. We were also joined by a very fine example of a TR2, a Renown and a Standard Vanguard.

A great many visitors strolled around the cars and indeed many seemed more interested in our cars than the National Trust house further down the drive! As the day progressed the time arrived the concourse judging and after some deliberation the results were announced.

This was my first appearance with my Mayflower and my first ever competitive show, therefore it was a huge surprise when I was awarded 5th best in the show. Particularly as I had parked myself between two of the finest examples at the rally.

I must thank Howard Pryor for this kindly advice and the loan of some tyre brightener which probably gave me the edge I needed to win.

I am now armed with two new door handles thanks to Eddie Copson and the incentive to be in the prizes again next year.

Thanks Eddie for a marvellous day all round.

**KEITH PEGRAM - LUDGERSHALL**

The 2005 rally was about the twelfth I have attended, probably taking JBD to nine or ten of the twelve since the first one I attended in 1988. This was definitely the friendliest ever.

The ambience of the wonderful 14th century Tudor stately home, Charlecote Park, run by the National Trust seemed to settle over everyone. The weather was brilliant sunshine with a cooling breeze and just enough clouds to provide a smidgeon of shade every ten minutes or so.

We had 14 Mayflowers attending, but many more members came along without a Mayflower and introduced themselves.



One member fortunate enough to have been given member number 1000 earlier this year. He is Louis Le Mare and is pictured above shaking hands with Howard Pryor who is welcoming him into the club and to the rally.

**PHIL BENSON  
Club Treasurer**

**just in FUN**

“Is it time to go yet babes?”

**LORETTA PRYOR**



# down MEMORY LANE

## Changes down the years

### Cyclists were the 'traffic'

BEFORE the early 1970s, St Benedict's and Dereham Road, Norwich, joined at a narrow junction called Grapes Hill. The cycle was the transport of the day although even then, people talked about the traffic problem.

Traffic leaving the city for the Midlands always went via the Dereham Road. When Elizabeth I, in 1578, left Norwich through St Benet's Gates, "hanged with cords made of herbs and flowers with garlands, coronets, pictures with cloths and a thousand other devices" she went along Dereham Road.

Nor did Norwich ever forget her. "The trainees of Her Majesty's carriage... left the plague behind them" and thousands in the city died.

Dereham Road must be one of the longest in Norwich, stretching from the foot of Grapes Hill to New Costessey. As the population of Norwich grew, more and more homes were built off the Dereham Road and shops sprang up to supply the inhabitants.



The Grapes Hill junction  
with Dereham Road  
today, top, and below,  
in the 1950s.

Whilst looking through some old copies of 'Flower Power' I found this newspaper article - There is no date but looking at the reverse, I would hazard a guess of mid/late 80's. I do not know about copyright, etc, but wonder if the article or photo would be of interest/use for publication in *Flower Power*? On the original, the registration which is a little fuzzy appears to be OAH 72 - is this car known to anyone I wonder?

PAUL HAMMILL, STROUD

Any idea chaps? Ed.

# PHIL'S ebay FIND EVOKEs MEMORIES

I bought this post-card on ebay for about £4 and thought it might be worth printing in *Flower Power*.

I guess it's taken in about the late 1960's looking at the other vehicles featured.

Could the Mayflower, FF 8658 - still be around? It must have been being used as holiday transport judging from the roof rack.

The picture is taken in the main street in Conway, North Wales and other cars in the



street seem to be the Austin, possibly another big old Austin - Ago? A side valve Ford 'Pop', Prefect or Anglia, then a Morris Minor, and a lorry, most beyond are unrecognisable but maybe

there's a Phase III Standard Vanguard on left hand side of road just before the bridge.

Hope this is of interest to all readers.

**PHIL BENSON, REDHILL Club Treasurer**

## Mayflower pic unearthed at Standard rally

In July I had the pleasure of taking part in the Standard Motor Club Rally at Binton near Stratford-

upon-Avon.

It was a very enjoyable weekend with a run on the Saturday and the usual rally

on the Sunday.

Just by chance I noticed on the back seat of a little Standard a photograph of a number of Standards being repaired in a garage workshop some time in the 1950's.

As you will see smack in the middle of the photograph is a lovely little Mayflower reg no. LDU 64. There's also a Renown on the ramp in the background.

It turns out that the garage was Kennings of Peterborough.



**EDDIE COPSON, BIRMINGHAM Rally Secretary**



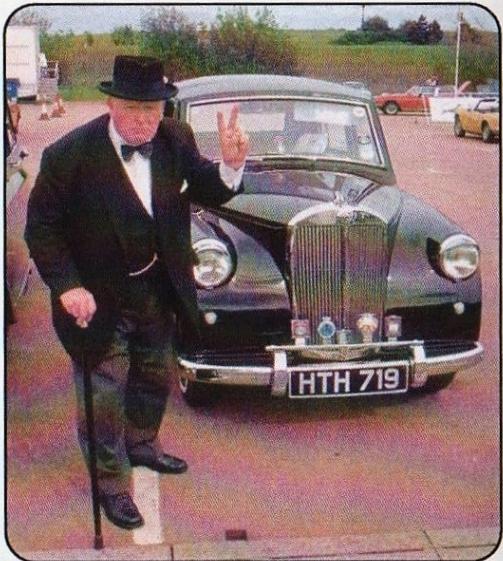
# scene & HEARD

**B**ack in 1988 a Mayflower pick-up was offered for sale by Dave Barry a well known importer/exporter of cars from Australia (I think in *Classic Car weekly*).

I wrote to him and he sent back the photographs and copies of the sales brochure. He also sent the following information, the body no was 11wo8E and commission no TT10199BL he said he knew of three others one of which had a Datsun engine fitted. Apparently it was suffered badly with the climate and the seats had turned to dust and the steering wheel and dash had warped.

The body looked fairly straight and the engine had been running. Unfortunately I can't remember how much he was asking for it or what happened to it. Hope this will be of interest to you and the readers of *Flower Power*.

**PAUL NORTON, BROMSGROVE**



**T**his photograph was taken at this year's Best of British Triumph Day at Gaydon. I wonder how many youngsters today will recognise this famous historical character?

**PAUL NORTON,  
BROMSGROVE**



**H**ere are some pictures of my Mayflower along with my Vanden Plas Princess. My wife and I have had the Princess for about 15 years while the Mayflower is fairly new purchase of about two years now.

As you can see the Mayflower and Princess share a line or two so it seemed a good idea to paint the Mayflower to match the Princess.

I rebuilt the front suspension, brakes,

and rear shocks along with replacing the head gasket bought from the club. Radiator and fuel tank were cleaned and put back in. The car runs fine now but sometimes it's difficult to shift gears.

The Mayflower joins our TR3 and a TR6 that I bought new in 1974.

We call the Mayflower Mrs. Biddle after the infamous 'Mayflower Madam' ringleader of the New York City call-girl ring. Biddle traced her ancestry to the Pilgrims who came to America in 1620.

**PAT CASHMAN, VICKSBURG, USA.**



**Club Historian, Steve Coulman recently received an email from our Danish club member Christian Jensen who was experiencing problems with his Mayflower's fuel system. Unable to help directly, Steve flagged Christian's query onto the club's message board with the following results.**

**Q**

"My (brand 'new' from the club) carb is flooding/pouring gas directly into the manifold, and I simply can't figure out where it comes from or what is wrong. The fuel level seems OK, the needle valve is fine, the float is OK."

**CHRISTIAN JENSEN, DENMARK**

**A**

"Christian, sometimes if the float drops too far down, it will jam and not rise with the petrol and the carb will over flow. On some float levers there is a small tab that needs to be bent to keep this from happening this is mostly for SU carbs but might be true on the Solex too its been a long time since I looked at a Mayflower. The other possibility is that the float is full of petrol and is sinking. Take it out and shake it. If so, best to get a new one and not trying to repair the old one can blow up!"

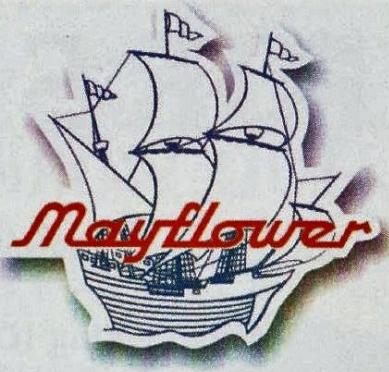
**TERRY SANDERS, BY EMAIL**

**R  
E  
S  
U  
L  
T**

"I got the carb fixed, and a gearlever 'problem' fixed. I also had a non-starting problem when hot which was caused by the coil (brand new Lucas replica thing from Holden - not the cheapest), I found a old one, now it starts perfect every time.I have now been running for 40 km - first time since 1967 the car has run and at the time the only Mayflower running in Denmark! AND I got an MOT on it last week - yehaaa I was a happy man ! - but still there's lots of small things to be fixed. So this weekend I got my new project home, a JENSEN C-V8 Mk2 - nice but needs lots of work - I will never learn!"

**CHRISTIAN**

*I think we can all relate to that sentiment Christian - Ed.*



## **FLYING THE FLAG**

**T**he club has a 4.5 metre flag pole.

By following up an advert in the local paper we managed to buy a one year old sectioned aluminium flag pole used just twice. It came from a one make one model specialist car club that is being wound up due to the manufacturer taking umbrage at their use of it's name. What a Bummer for them! No more clues needed for you to guess who the (German) manufacturer was! However, it's all well that ends well for us. Just £50 made it our property – about a third of the price of a brand new one. Next job, get some club flags with logos made up and we will stand out at the major shows and rallies we attend.

**PHIL BENSON, REDHILL Club Treasurer**



# FOR SALE

## FULL WORKSHOP & BODY MANUAL



Ring JOHN BAKER

**01384 393869**

for details

## WORKSHOP MANUAL WANTED

My Dad has just acquired three Mayflowers. Does anyone have a service manual for sale please?

**RICHARD LANGE - NEW ZEALAND**

Please reply via  
[mayflowerhistorian@nicouls.globalnet.co.uk](mailto:mayflowerhistorian@nicouls.globalnet.co.uk)

# FOR SALE

**1954 Mayflower**

with Radio

**Reg - OXM23**

**Comm - TT20698DL**

17/3/54 on log book maybe import from Commonwealth.

White - but was grey/beige trim.

**£1700 ono**

**ALAN DAVIES - CREWE**

**01270 568531**

# CAR + SPARES FOR SALE



I thought someone might be interested in the Mayflower that is at a garage in North Devon. I have had a look at it and it is very rough inside with the floor pan rusted away and all the knobs melted over the years it has been standing. The engine is out of the car in the garage and it looks very clean as if it has been prepared for replacement. I would have liked it myself but I cannot find the space anywhere. The garage wants to sell the whole car and is asking £200 for it including many spares ie: two radiator grills, windows, gearbox, back axle etc. If anyone is interested the Monkleigh Garage telephone number is 01805 623157 contact Norman or Geoff Williams. I can be contacted at home 01392 881453 if any help is required.

**ROGER HALLAM  
BRADNINCH, NORTH DEVON**



# FOR SALE

## 1953 Mayflower

Black/dark red interior/heater

Car extensively rebuilt and refurbished with photo record by an ex-club member and completed in 1996 including re-built engine, new clutch, stainless steel exhaust, bodywork stripped, welded, resprayed. Interior original but with new carpets and roof panels.

Semaphores still operational but now supplemented by flashing indicator/side lights. As new tyres, battery and some spares.

Well maintained and looked after, with history file, original manual and driver's handbook, taxed and MOT.

**£1350 ono**

**01453 763887**

Mobile 07779 051642  
(evenings only please)

## ROOF RACK FOR SALE

Early 60's style galvanised steel roof-rack, adjustable, with clips to fit cars with roof gutters - and has 'period look'

Correct for cars of that era including (despite the age-gap) the Mayflower -

**£10** (+ p&p if required)

PAUL HAMILL - STROUD

**01453 763887**

(evenings only please)

# FOR SALE



## 1952 Mayflower

Black and chrome, recent reconditioned engine, clutch and gearbox. MOT recent tax free, runs well. A catalytic petrol converter installed February 2005 for use with unleaded fuel. Interior side panels and carpeting renewed, spare radiator grill, and bumper bar (needs re-chroming).

**£2000 ono**

R.LEWIS - OXHEY, HERTS

**01923 250742**

## MAYFLOWER HEAD GASKETS

limited supply of new/old stock

**£15 + p&p**

[www.jonniejumble.co.uk](http://www.jonniejumble.co.uk)

# FOR SALE

## 1953 Mayflower

MOT/Tax - Jan 2006.

Good body/paint. Re-chromed bumpers /wheel trims, re-trimmed.

Starts and drives well,  
good tyres/exhaust.

Reluctant sale due to lack of use.

**£1250**

JOHN WILLIAMS

**01656 786591**

# FREE TO GOOD HOME

## 1952 Mayflower Reg - MAC 569

It is complete but sadly neglected and is being offered free to a good home. The car is garaged in Chesham, Bucks. If you know of anyone who may be interested please contact me by email (TMClub@triumphmayflower.com)

DENNIS CHANTLER - CHESHAM

**01923 353587**

*MORNINGS ONLY please*

# FOR SALE



## 1953 Mayflower

Black/Red Interior, good condition, on road, 64,800 miles, MOT, spares, runs well, genuine reason for sale.

# OFFERS

CHRIS MORRIS - OADBY, LEICS

**0116 271 4697**

Mobile: 07816 769558

# FOR SALE

## 1953 Mayflower

Silver/Grey Interior. 60,000 miles. This car is in exceptional condition  
Sale forced by owners Ill health

**£2500**

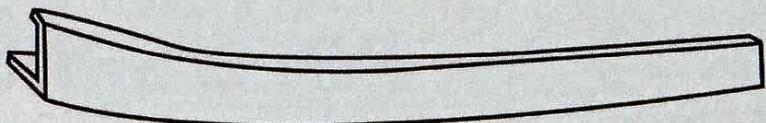
NIGEL BICKERTON - STANSTEAD

**01799 586234**

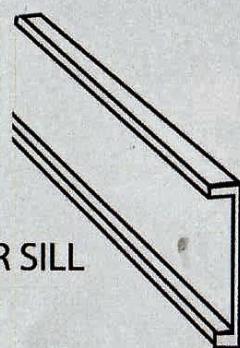
Mobile: 07774 746767

# Classic Car Sills

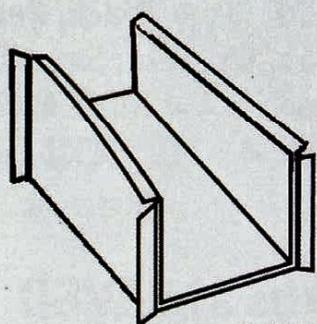
## Parts for the Triumph Mayflower



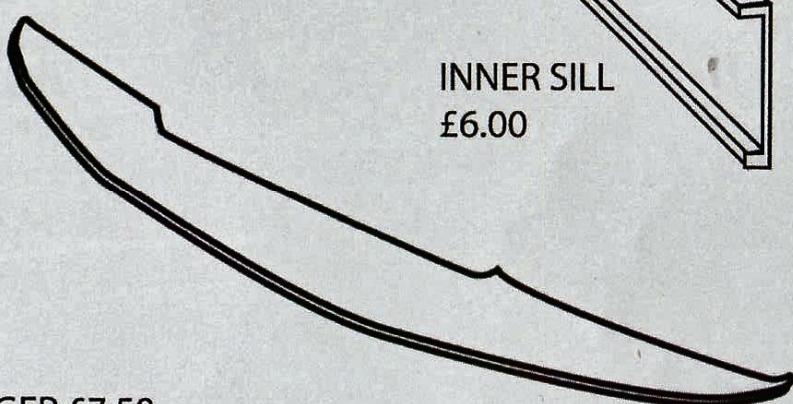
SILL £20.00



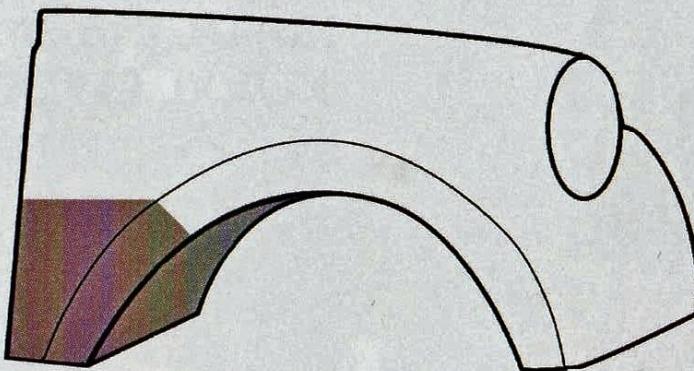
INNER SILL  
£6.00



OUTRIGGER £7.50



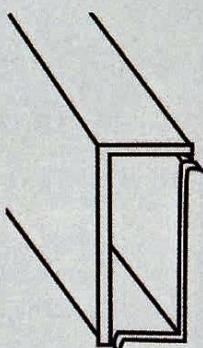
FRONT APRON  
£45.00



BOTTOM FRONT  
WING PATCHES £15.00

FRONT WHEEL ARCH  
SPLASH PANEL £4.75

REAR SPRING  
CHASSIS £7.50



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**BASEBALL CAP**

£6 + p&p



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Flower Power magazines

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*with embroidered Mayflower logo*

**SIZES:** Small, Medium,  
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**COLOURS:** Navy, Black, Red,  
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Bright Yellow, Royal Blue, Maroon.

**S/M/L £14 XL/XXL £15**

add £2 p&p per garment

## LONG SLEEVED SWEAT SHIRT (*not shown*)

Sizes and colours as Polo Shirts

**S/M/L £16.50**

**XL/XXL £17.50**

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